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All letters for publication should be written on one side of paper only. No anonymously signed communications that have already appeared in other papers will be accepted.

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HONGKONG OFFICE: 10A, DES VOUT ROAD. C. LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, JULY 14TH, 1910.

It is not wise to take the innumerable forecasts as to future world conflicts too seriously, but occasionally there are contributions to the discussion regarding the balance of power which demand attention. In this category should be placed the series of articles appearing in *The Daily Graphic* under the title "The Sovereignty of the Seas." It is a subject which appeals to the Briton at once, and as the writer, Mr. GERALD FIENNES, reveals some knowledge of the sentiments prevailing in the Colonies, as well as an acquaintance with the conditions found in the parts of the world more particularly under notice, his words are certain to receive some consideration. In recent numbers of the journal mentioned he has dealt with "Shadows over the Pacific," and, briefly stated, his conclusions are that Japan is a disturbing factor in international relations, and that Great Britain, by maintaining naval pre-eminence, must impose peace on the other nations which are supposed to be threatening each other at present.

It need scarcely be stated that the writer disapproves of the Anglo-Japanese Alliance. He defines the situation thus: "The white nations demand the Open Door in the realms of the yellow man, while claiming the right to close their own door to him. Japan will accept either alternative, but not both at once. For the present the United States stand for the embodiment of the White Man's position. Great Britain, bound by the ties of an alliance for the next few

years, and remote from the dangers which bulk so big in the eyes of Americans, Canadians, and Australasians, is out of sympathy with, or is at least lukewarm over, the policy of exclusion which her own children in the Pacific consider vital to their national safety and economical development. Therefore, there exists a certain community of ideas between the overseas nations of the Empire and the United States which may easily become perilous to the unity of the Empire. In our enthusiasm for common defence, we must never forget that common defence postulates common aims and common policy." While we are inclined to the belief that the community of ideas between certain British Colonies and America is exaggerated, we have to admit that if the Colonies and the Mother Country are to combine in the defence of the Empire they must have common aims and common policy. That being so, it follows that the Colonies, either by reason of the greater feeling of confidence imparted by the presence of a strong British fleet in Pacific waters, or by reason of the fact that their fears are shown to be groundless, will have to drop the Japanese bogey which has filled their horizon of recent years. It is too early to prophesy regarding the renewal of the Anglo-Japanese Treaty in 1915. So far there is so little alteration in the circumstances affecting each party that the probabilities are in favour of the continuation of the Alliance, though it must not be forgotten that the fear of Russian aggression being removed by the agreement just concluded may make Japan less anxious for Britain's aid, while Great Britain, having decided on an imperial navy in the true sense of the word, may possibly have less reason for relying on Japan to protect her Pacific interests. The writer in question has a strong belief in the value of the Pacific Fleet. If no conflict arise between now and 1915 "to make the name of the Pacific Ocean an irony, the British Navy, reinforced by, let us hope, a goodly number of Fleet units contributed not only by Australia and New Zealand, but also by Canada, South Africa, and India, will once more earn for itself the blessing bestowed on the peacemakers. The Pacific Fleet will live up to its name. It will be expensive, but it will be worth while. But the Pacific Fleet will have to be a real instrument of war, capable of meeting any enemy which can assail the position of the Empire in that ocean, not a mere 'skeleton enemy,' a shadow of things to come." With that view there should be general agreement. But if Britain is to have, as it must have, a policy in the Pacific, imperial and not insular in character, she must have adequate force to assert it. "Conscious of adequate strength, our fellow-subjects" continues Mr. FIENNES, "will pursue their development in peace, tempted neither to irritate the Japanese by pin-pricks on the one hand, nor to coquet with the Americans on the other. The awakening of the Imperial consciousness, the death of the 'hen-and-chicken' idea of Empire, is the greatest guarantee of permanent peace."

Without following the other arguments of the writer, we will turn to the second conclusion to which we referred, that Britain must impose peace on other Powers. This is certainly ambitious. But it is at the same time quite reasonable. "An Imperial Navy, dominating the Pacific as the Royal Navy does the seas of Europe, will preserve the peace. By stilling unrest and by promoting confidence among the Britons of the overseas States, it will permit at once of a consistently firm yet friendly policy being adopted towards our present ally—and Japan asks for nothing better—and will also demonstrate to the United States that the British Empire is also to guard its own head, and that, while we welcome their friendship, and look for a lasting bond of amity between the English-speaking peoples, we desire nothing further of them—least of all the support of their sea-power. If, on the other hand, we are obsessed with the danger near home, and, keeping our eyes fixed on Europe, apply pedantically the principle that Australasia, Canada, and South Africa are defended in the North Sea and the Mediterranean, as was the case when the prospective foes were exclusively European, we shall find that questions of a broader nature than we have ever before faced have arisen and that we have failed to realise their vital character." This means an expansion of ideas. Britons must learn to think oceanically. They must learn that the perils which loom so large before the people of the United Kingdom are not necessarily those which pre-occupy their fellow subjects in the distant States of the Empire, and that if the British Realm is to have a future those Colonies must count for as much as the Motherland. The aim which Mr.

FIENNES holds up to the Empire is that of a State to which the sea is the bond of union, not the divider; which imposes its peace upon every quarter of the globe alike by virtue of the fleets which make aggression upon it impossible. "The time," he concludes, "has gone by when Great Britain, alone and unaided, can do this. It is not only, or chiefly, a question of the provision of material force. That is a sufficiently serious matter, with Naval Estimates already above forty millions a year, and the certainty of a further increase being required; but it is much more a matter of a heart-whole acquiescence of the States of the Empire in an Imperial policy, and the realisation of their direct responsibility by each and all. Happily, the consummation is within sight. The Pacific Fleet, with units supplied by the Mother Country, Australia, New Zealand, Canada, South Africa, is already out of the realm of dreams. How it should be formed; what strength it should attain; and where it should be based, are questions which will be discussed later. It is enough, for the moment, to record that the movement is going forward; that the arrangements made last year at the Imperial Defence Conference are but the nucleus of a plan which, although not yet sufficiently advanced to be made public, has every promise of coming to fruition. In a military sense, it is not perhaps ideal; but the British Empire exists by solving problems on the homely lines of common-sense which are insoluble to those who base their political system on the rigid lines of 'Barbara's claret,' etc." An Imperial Navy is in every sense desirable, but we cannot feel so sanguine as the writer in question that it will be strong enough to enforce its will on the other nations.

H. E. the Officer Administering the Government attended the Circus last night.

The English Mail of the 11th June was delivered in London on the 12th inst.

Mr. Andrew Forbes, of Messrs. Bradley & Co., has joined the Board of the Hongkong and Shanghai Banking Corporation.

The fifth edition of the new Street Index, by Mr. Arthur Chapman, Government Assessor, revised and corrected up to date of issue, will be ready early in September.

Owing to the breakdown of the ice machinery there was quite an ice famine in Kuala Lumpur the other day. As much as 8 cents was paid for a lb.

Before Mr. E. R. Hallifax at the Magistrate's yesterday two natives were charged with being a unlawful possession of a quantity of opium. One was fined \$50 and one \$64.

Two Chinese appeared before Mr. J. R. Wood at the Magistrate's yesterday on a charge of returning from banishment. Both were found guilty, and each man was sentenced to six months' imprisonment and four hours' stocks.

The district officer at Tanan, a province of Cochinchina, was to hold an exhibition of trained rat-killing dogs on July 3. This is a matter which interests the cultivators there, owing to the ravages of rats in the standing crops and in grain storehouses. The dogs had to show their skill on the spot.

In Dutch South-East Borneo, in the Marapora district, which is famed for its diamonds, fresh diggings have been discovered. The resulting diamond fever has led to such a rush for digging licences that their issue now averages one thousand a month. So far the diggers have been fortunate.

The fly nuisance is the subject of a recommendation by Shanghai's medical officer of health. All foodstuffs, he says, especially milk, should be protected from the access of flies by having the larger windows made of perforated zinc and by the use of gauze covers. Fly papers and traps are best placed on the window sill.

Trade and industry are in such a bad way in Tonkin and the colony is in such a backward state, that a petition to the French Parliament to mend matters is in circulation for signatures. The petition prays for an inquiry into the present state of the colony with a view to devising means for restoring prosperity and removing grievances.

Pepper, says the *Sourabaya Handelsblad*, used in bygone years to be profitably cultivated in East Java, but the times are changed now. Planters in the old days took no thought of exportation and threw so much pepper on the market that prices rapidly fell. Losses soon led the planters to turn their backs on pepper and take to rubber. Figures show that the export of black pepper from Sourabaya in 1909 fell off by one-third compared with that in 1908. The pepper prospects for 1910 are most unfavourable.

The Hollanders in the South have got a tiger story of their own. It is reported in these words:—Recently a singular adventure befell a gentleman who was motoring in Deli. At two o'clock in the morning, a lamp on the car suddenly went to pieces, and the car ran over something. The speed was so great that this almost escaped notice. The car was stopped, and an examination disclosed the fact that a tiger was crouching on the road just ready to spring when the car struck it. The traces of the tiger were visible enough. It had disappeared in the halting grass on the roadside.

Bamboos from Indo-China are coming into demand at Nioe, in France, for gardening purposes. Bamboo supports and props have been found to be very useful. The article has hitherto been imported by way of Hamburg. But the Chamber of Commerce at Nioe favours the idea of importing Indo-China bamboos direct by sea route after transshipment at Marseilles, German handling being discontinued. The Chamber of Commerce at Saigon has been approached on the subject.

The Messageries Maritimes Company intends to do away with the branch service connecting at Saigon with the line to Singapore linked with the P. and O. mail. The idea is that the Tonkin mails should go in the P. and O. steamers direct to Hongkong. From there, they will be despatched to Tonkin ports. The Tonkin home-ward mail will then be forwarded to Hongkong for despatch by the P. and O. service. By this change, the Indo-China Government will save about 300,000 francs a year. The M. M. Company's Tonkin service carries few passengers and hardly any cargo, says an exchange. The Chamber of Commerce at Saigon to which the matter was referred did not favour the idea, and asked the M. M. Company for further information. It seems that the existing service is of advantage to the public, though the company loses by it.

## LOCAL SPORT.

## LEAGUE LAWN BOWLS.

## FAIKOO &amp; CIVIL SERVICE C.S.

These teams will meet at Quarry Bay on 16th inst., at 3.45 p.m. sharp. Civil Service team: E. Dawson, J. McKay, R. Duncan, A. Thornhill, A. Pile, A. Bloney, L. E. Brett (skip), J. A. Wheel (skip). W. H. Woolley, P. R. Adams, C. Bond, W. Fischer (skip). Reserves: A. Daray, W. Higby, J. McLeod.

## LAWN TENNIS LEAGUE.

## CIVIL SERVICE &amp; Y.M.C.A.

This match was played yesterday at the Happy Valley and resulted in a win for the visitors by 61 games to 38. Scores: Edwards and Hickling beat Wood and Woodcock 6-5, lost to Atkinson and Pile 9-2. McEwen and Mackay 7-4. Le Breton and Clements beat Wood and Woodcock 6-5, lost to Atkinson and Pile 4-7, and beat McEwen and Mackay 7-4. Shorey and Joseland beat Wood and Woodcock 8-3. Atkinson and Pile 6-5, McEwen and Mackay 8-3.

## TRIANGULAR CRICKET.

The South African Cricket Association having refused to send an eleven to Australia without a guarantee of 25,000, Australia declines to agree and intimates that this means the abandonment of triangular matches. The Australians certainly will not meet the South Africans in England.

## AMERICAN CHINESE TIRE OF QUEUES.

Chinese of the Pacific Coast want to discard the queue, and they have memorialized the throne to be permitted to coil their hair like their Caucasian brethren. Declaring that all the nations of the earth that endure look with disfavour on the head-dress that terminates in an appendage resembling a twisted tail, the Chinese union in declaring that the spirit of modernity demands the quitting of the queue. Particulars of the memorial, which was intrusted to Yung Tso for presentation to the throne during his recent trip en route for Washington, have just been made known here and have led to a gabble of discussion in Chinatown.

"As we look around at the various nations of the world, we observe the queue," the memorial reads. "The queue is not necessary to the well-being of man and it is exceedingly inconvenient."

"China is now speaking about having a parliament and being counted among the civilized nations, and one of the easiest things to do is to cut off the queue. The cutting off of the queue will give us the appearance of being civilized. If we are not permitted to do such a thing, which is the easiest, what is the use of doing something that is the hardest?"

"It is the custom in China to wear long robes with wide sleeves, making the men of our nation look like the women of other lands. The costume is like that of the Annamese and the Koreans, two nations that have perished."

"Furthermore, our whole costume—queue, long robe and wide sleeves—makes us the laughing-stock of every nation with which we come in contact."

"The discarding of the queue as regards China itself would revive the spirit of the Chinese, and viewed by outsiders it would be looked upon as a sure sign of an awakening."

The queue was forced upon the Chinese as a badge of submission about 250 years ago by their Manchou conquerors, who affected this style of head-dress. Later the Chinese grew fond of the queue and began to elaborate it with bright ribbons, but they have begun to look askance at it since they have become conversant with the customs and manners of the overseas barbarians.

## RUBBER FROM BANANAS.

A cloudy emulsion pressed from the green fruit of the Martingale banana has been found to contain 10 per cent of rubber, equivalent to 50 per cent of the dry weight of the expressed juice, says *Popular Science*. Analysis showed that the green banana skins contain as much as 20 per cent of rubber, while the dried skins yielded 7 per cent of wax, resin and chlorophyll. Some varieties are reported to be even richer in rubber than the Martingale banana. Extraction seems to offer no special difficulties, and it is predicted that rubber from banana skins may become a commercial success in the near future.

## LATEST STEAMER MOVEMENTS.

The Austrian Lloyd's str. *Succisa* left Singapore for this port on the 12th instant p.m., and is due here on the 18th instant a.m. The British str. *Longship* left Moji on the 12th instant for this port, and is due to arrive here on or about the 18th instant.

## TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTER'S SERVICE TO THE "HONGKONG DAILY PRESS."]

## ANOTHER AVIATION TRAGEDY.

HON. MR. ROLLS KILLED.

LONDON, July 12th.

The Honourable Charles Rolls was circling the Grand Stand at Bourne-mouth Aviation Meeting (which opened to-day) when his machine buckled. He fell a distance of forty feet and was killed.

[Probably he alighted on his head or the machine fell upon him. Great regret will be felt at the death of this plucky aviator, who on June 2nd accomplished the record journey from Dover to Calais and back.]

## RUSSIA AND JAPAN.

LONDON, July 12th.

The "Koenische Zeitung" states that the Russo-Japanese agreement arose from Russia's need to carry out her Asiatic policy undisturbed and Japan's wish to develop peacefully the conquests acquired by war. The agreement will therefore be welcomed in Germany as elsewhere as a guarantee of peace, but judgment must be withheld for a time as regards its economic aspect.

LONDON, July 13th.

The "Taegsche Rundschau" declares that it has authentic information that the Russo-Japanese agreement was originated by British diplomats who co-operated towards its conclusion with the object of creating a quadruple alliance against Germany.

## WOMAN'S SUFFRAGE.

LONDON, July 12th.

The Woman's Suffrage Bill passed its second reading by 290 votes to 190.

LONDON, July 13th.

The motion to send the Women's Suffrage Bill to the Grand Committee was rejected by 320 votes to 175. This is tantamount to shelving the Bill.

## PRESIDENCY OF NICARAGUA.

LONDON, July 12th.

Reuter's correspondent at Berlin reports that the Foreign Office has issued a statement in which it is explained that the Kaiser's letter was an ordinary formal acknowledgment of the announcement that President Madriz had succeeded to that high office. It adds that nothing is known regarding the coaling station, the acquisition of which was not contemplated.

## HERR DERNBURG.

LONDON, July 13th.

Herr Dernburg, the retired German Minister for the Colonies, starts from Berlin for a tour in the Far East via Siberia on Friday.

[FROM THE "SINGAPORE FREE PRESS."]

## THE PRIZE FIGHT.

CINEMATOGRAF RIGHTS SPOILED.

The Mayors of many cities in the United States have prohibited the cinematograph exhibitions of the Jeffries-Johnson fight in order to prevent displays of racialism, especially in the South, where the feeling is the strongest. It is feared that the moving pictures would inflame both the Blacks and the Whites.

The Christian Endeavour Society's branches are everywhere strenuously campaigning for the suppression of the pictures, and have appealed to Mr. Roosevelt and the Governors of every State.

The South African Press deprecates cinematograph exhibitions of the fight in South Africa owing to the effect it would have on the coloured races, who are already impressed with Johnson's victory.

## FIGHTING AT MACAO.

Macao, July 12th.

The Colony is excited by a revolt which has occurred at Colovian and which is taxing the military authorities.

Yesterday suspicious were aroused that a quantity of arms and ammunition were stored in certain houses on the island, and a search was made but proved fruitless. No further precautions were taken. However at midnight the Portuguese guard was surprised by a large attacking force, which included most of the villagers and a band of some 200 pirates. An appeal for reinforcements was sent to the military headquarters, and a company of 60 soldiers was dispatched to the assistance of the guard. But the soldiers found they were outnumbered and they were compelled, on being received by a severe rifle fire, to seek shelter. A fusillade was maintained throughout the night.

This morning another Portuguese force accompanied by a company of artillery and the river gun boat *Macau* proceeded to the scene of the fighting and a brisk fire from both sides was kept up. The mountain artillery, as well as the guns of the *Macau*, bombarded the island till dark.

Casualties have taken place on both sides, and several deaths at the Military Hospital are reported.

Major Magalhães, police commander, accompanied the expedition, on which some 350 men are now engaged.

It is expected that an attempt to dislodge the pirates will be made to-morrow at daylight.

LATER.

The village of Colovian is practically destroyed as the result of the bombardment. Orders were given for the women and children to leave the village but they remained and stoned the military.

The death roll of the islanders and pirates must be considerable.

It is believed that this attack was planned several days ago, and it is fortunate that I have not to report a greater loss among our men.

Had there been telegraphic or telephonic communication with the island this rising would have been suppressed more easily.

## BRITISH ARMY AIRSHIP.

FLIGHT FROM FARNBOROUGH ACROSS LONDON.

The sensation which was caused when the British Army dirigible *Nulli Secundus* sailed majestically across London and rounded the dome of St. Paul's on a beautiful October day in 1907 was repeated on June 4th, when a mysterious airship passed over the Metropolis. The streets of London were never absolutely deserted, and even as early as 2 a.m. some hundreds of people scattered about the south-western districts witnessed, or rather heard, the arrival of the strange air craft. It was at a great height, and the throbs of engines could only be faintly heard, while its position and pace were just indicated by an electric lamp dimly seen in the darkness. The airship was located at Richmond, Battersea, and in the City over St. Paul's Cathedral, but it vanished as swiftly as it came.

The airship, it transpired, was the second British Army dirigible, *Beta*, on its first long voyage, in command of Colonel Capper, and carrying also his assistants, Lieut. Waterlow, R.E., and Mr. W. T. Ridge, the civilian head of the balloon factory. The plan of the journey to London was kept an absolute secret. The flight was prepared for during the week, and the airship was required to handle the airship either in the case of an emergency or to hold themselves in readiness at any time. A start was decided on late on Friday night, and the necessary number of Balloon Corps were warned to report themselves at the factory at 11 p.m. The *Beta* is not the dirigible which was wrecked some weeks ago, but a reconstructed model. It was docked in the new dirigible shed, a huge building 400 feet long, and the gates were opened early in the evening so that the temperature should be the same as the outside air. At 11.30 the airship was towed outside and Colonel Capper, Lieut. Waterlow, and Mr. Ridge boarded the car. The ascent was made at 11.40, and the course was set by the stars, the airship being started due north-east. When the London and South-Western Railway main line was reached at Primley the course was set by the metals until the Brooklands motor track at Weybridge was reached. Then a straight line for St. Paul's was taken. The airship crossed three times in its windings, the first crossing being at Thames Ditton, the second near Hurlingham, and the third near Battersea Park.

The dome of St. Paul's was circled at 2.15 a.m., and the return journey, with a following wind, was made at top speed, between 25 and 30 miles an hour being got out of the engines, which are of 35-horse power. The first rush of dawn was just breaking as the return journey was commenced, the course taken being straight across the West-end of London, the Marble Arch being passed over six minutes after leaving St. Paul's. The main London to Portsmouth road was struck at Hounslow, and proved a splendid guide to the aeroplanes, who followed it through Slade and Sunninghill to Farnborough.

The return journey was completed in a little over ninety minutes. Arriving over Farnborough Common, the airship was brought easily to earth, when it was at once taken in tow by a Royal Engineer detachment and docked in the big shed again.

The flight was followed by a motor car containing the chief draughtsman and chief mechanical engineer at the factory, but after they had once lost sight of the airship at Farnborough Common they did not see it again until they returned again to Farnborough. An average height of 1,000 feet was maintained, and the engines were not pushed to their greatest speed. The flight was made as an instructive experiment. The lifting power of the airship has been recently increased by elongating the gas envelope.

## SPAIN AND THE VATICAN.

The following announcement was made at Madrid, on June 17th:—

It is stated in certain quarters that, should the Vatican regard the Royal decree published on June 11th respecting the display of external signs of their faith by dissenting Churches as an obstacle to the continuation by it of the negotiations begun by the Spanish Government with a view to settling the question of the religious orders, Senior Candelas' Ministry is resolved to break off all negotiations, and to reserve to itself the right to pursue an entirely independent line of policy.







## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 35. Telephone No. 12.

Telegraphic Address: Press Codes: A.B.C. 8th Ed. Liebert.

## NEW ADVERTISEMENTS

## THE MERCANTILE LITHOGRAPHIC.

UNDERTAKE to execute with neatness all kinds of GENERAL LITHOGRAPHIC PRINTING, DIE STAMPING, etc.

DIES AND SEALS CUT IN ANY METAL.

Hongkong, 14th July, 1910. [828]

## WANTED.

AN EXPERT TYPIST, with knowledge of shorthand preferred. When applying please state salary required and previous experience.

Apply to— "TYPIST" Office.

Hongkong, 14th July, 1910. [829]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

## THE Company's Steamship

"SILESIA"

Captain E. Radonich, will leave for the above places on TUESDAY, the 19th inst., P.M.

This steamer has special accommodation for passengers. Electric light, electric fan in all cabins, and carries a doctor and a stewardess.

For Freight or Passage, apply to SANDER, WHEELER & Co., Agents.

Princes Building.

Hongkong, 14th July, 1910. [3]

## "SHIRE" LINE OF STEAMERS, LTD.

## NOTICE TO CONSIGNEES.

## FROM EUROPE.

## THE R.M.S.P. Company's Steamship

"CARMARTHENSHIRE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out, marked by mark, and delivered, can be obtained as soon as the goods are landed.

Goods not cleared by the 19th inst., at 6 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 19th inst. No Claims will be admitted after goods have left the Godown, nor will they be recognized if presented after 10 days of vessel's arrival.

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th July, 1910. [826]

## NORDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

"KLEIST"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 19th July will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 19th July, at 9.30 A.M.

All Claims must reach us before the 23rd inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD, BREMEN.

MELCHERS & Co., General Agents.

Hongkong, 12th July, 1910. [5]

## EAST ASIATIC COMPANY, LTD.

## COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"INDIEN"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 20th inst., at 9.30 A.M.

All claims must reach us before the 24th inst., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS & Co., Agents.

Hongkong, 13th July, 1910. [6]

## PUBLIC COMPANIES

## THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LTD.

AN INTERIM DIVIDEND of \$3.50 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

Hongkong, 12th July, 1910. [822]

## THE WEST POINT BUILDING COMPANY, LTD.

AN INTERIM DIVIDEND of \$1.00 per Share for the Six Months ending 30th June, 1910, will be Payable on FRIDAY, 29th July, on which Date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 20th, to FRIDAY, 29th July, both dates inclusive during which period no Transfer of Shares can be registered.

By Order of the Board of Directors, A. SHELTON HOOPER, Secretary.

The Hongkong Land Investment & Agency Company, Ltd., General Agents for

The West Point Building, Ltd.

Hongkong, 12th July, 1910. [824]

## HONGKONG, CANTON &amp; MACAO STEAMBOAT COMPANY, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE EIGHTY-EIGHTH ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, HOTEL MANSON, on TUESDAY, the 9th August, at 12 o'clock noon, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, confirming the appointment of Directors, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 26th July to 9th August, both days inclusive.

By Order of the Board of Directors, JOHN ARNOLD, Acting Secretary.

Hongkong, 12th July, 1910. [825]

## CHINA LIGHT AND POWER CO., LTD.

## LOST.

CERTIFICATE of 100 Shares standing in the Register of the Company in the name of ARTHUR OSCAR SHAW, MANAGER has been LOST.

Share No. 269—13315/13412—100 Shares.

NOTICE IS HEREBY GIVEN that Duplicate Certificate for the said 100 Shares will be issued one month hence, and that the Original Certificate unless produced within that period will thereafter be held by the Company as null and void.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 24th June, 1910. [775]

## FOR SALE

## NOW ON SALE.

HONGKONG HANSARD REPORTS of the MEETINGS of the LEGISLATIVE COUNCIL for the Session 1909.

Revised by the MEMBERS.

PRICE ——— \$3.

DAILY PRESS OFFICE.

Hongkong, 21st February, 1910. [316]

## FOR SALE.

REMAINING PORTIONS of MARINE LOTS 31 and 32, at PRAYA EAST. Approximate Area, 43,000 Square Feet.

## TO BE LET OR SOLD

## IN LOTS TO SUIT TENANTS OR PURCHASERS.

## MARINE LOT

## No. 285

## EXTENSIVE WATER

## FRONTAGE, DEEP WATER.

## Apply—

## G. FENWICK &amp; Co., Ltd.,

## ENGINEERS, &amp;c.,

## PRAYA EAST, HONGKONG.

## Hongkong, 8th June, 1906. [84-168]

## KIDNEYS

## AUSTRALIAN SHEEP'S

## KIDNEYS

## 60 CENTS PER DOZ.

## THE

## DAIRY FARM CO., LTD.

## [42]

## DAVID CORSE &amp; SON'S

## MERCHANT NAVY

## NAVY BOILED

## LONG FLAX

## RELIANCE CROWN

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## INTIMATIONS

## Re WILLIAM LYBAUGHT, Deceased.

ALL CREDITORS having Claims against the above Estate are requested to send them in to the Undersigned as early as possible. Dated this 11th day of July, 1910.

DEACON, LOCKER & DEACON, Solicitors for the Executors.

## RE-OPENED! RE-OPENED!

## THE

## BELLE VIEW

## HOTEL

## (Telephone No. 907)

## ON 7th JULY, 1910.

## UNDER entirely New Management, this

## popular Reside Hotel has been completely

## renewed and re-fitted and special

## arrangements made for the comfort of guests.

## MEALS, AFTERNOON TEAS,

## AND

## ICES.

## Served at all hours either in the Dining

## Rooms or on the Spacious and Shady Lawn or

## Verandah.

## Only Best Brands of Liquors stocked

## RESIDENCE RATES on APPLICATION.

## All Cordially Welcome.

## W. GALLAGHER, Manager.

## Hongkong, 7th July, 1910. [808]

## G. R.

## TENDERS.

## TENDERS are invited for the Supply of

## LABOUR and JUNKS in connection

## with the Coaling of H.M. Ships, etc., at Hong-

## kong for a period of 12 Months from the 1st

## August, 1910.

## Forms of Tender can be obtained on applica-

## tion to the Naval Stores Officer, H.M.

## Naval Yard, Hongkong, and should be returned

## not later than Noon on the 16th July, 1910.

## A deposit of One Hundred Dollars will be

## required from persons tendering. This will be

## returned in the event of non-acceptance of

## tender.

## The right is reserved of rejecting all or any

## tenders and of accepting any portion of a tender.

## EDGAR WATTS, Naval Store Officer.

## H.M. Naval Yard, Hongkong, 4th July, 1910. [803]

## LABUAN COAL.

## NOTICE—THIS COAL can only be

## obtained from THE LABUAN COAL

## FIELDS Co., Ltd., who are prepared to Supply

## FRESH COAL straight from the Mines

## Steamers load at the Wharves. Quick despatch

## Telegrams: "Labuan Coal," Agents.

## BRADLEY &amp; Co., Agents.

## Hongkong, 12th August, 1909. [629]

## MITSUBISHI GOSHI KWAISHA

## (MITSUBISHI CO.)

## COAL DEPARTMENT.

## SOLE PROPRIETORS of TAKASIMA

## OCHI, MUTABE, HOJO, NAKAZUTA,

## SAYO, SHINNEW and KAMITAMADA,

## Collectors.

## SOLE AGENTS FOR

## KISHIDAKE, MIYAO and KIGYO

## KOMATSU Co., Ltd.

## HEAD OFFICE—MARUNOUCHI,

## TOKYO.

## BRANCH OFFICES—NAGASAKI,

## MOJI, KATSUMI, WAKAMATSU,

## KOBE, OSAKA, SHANGHAI,

## HONGKONG, HANKOW.

## Cable addresses for above, "IWASAKI"

## Codes, A1, ABC 5th Ed., Western Union.

## AGENTS—

## YOKOHAMA: M. ARIDA, Esq.

## CHINKING: Messrs. GRABING &amp; Co.

## MANILA: Messrs. MACDONALD &amp; Co.

## For Particulars apply to

## H. OISHI,

## Manager,

## No. 2, Pedder Street, Hongkong.

## Hongkong, 9th January, 1909. [574]

## TO LET

## TO LET.

## No. 14, SEYMOUR TERRACE, from

## 1st July.

## Apply to—

## COMPTON DEPT.,

## Care of Messrs. GIBB, LIVINGSTON &amp; Co.

## Hongkong, 7th June, 1910. [724]

## TO LET.

## SELF-Contained FLATS, NATHAN ROAD,

## Kowloon, with Gas, Electric Light, and

## Telephone in each Flat.

## Apply to— J. HENNESSEY SETH,

## No. 4, Lee House Street,

## Hongkong, 2nd July, 1910. [795]

## TO LET.

## No. 10, ARBUTHNOT ROAD. Six

## Bedroom House, with a Small Garden.

## Apply to—

## E. A. C. F. DE CARVALHO,

## 14, Arbuthnot Road,

## Hongkong, 30th May, 1910. [694]

## TO LET.

## No. 3, CANTON VILLAS, Kowloon.

## A HOUSE, in Knutsford Terrace.

## Apply to—

## THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 1st July, 1910. [325]

## TO LET.

## No. 2, HOLLYWOOD ROAD.

## No. 2, OLD BAILEY. Immediate

## Possession.

## Apply to—

## ARRATON V. APCAR &amp; Co.,

## 14, Des Voeux Road Central,

## Hongkong, 4th July, 1910. [800]

## TO LET

## TO LET.

## No. 156, PRAYA EAST, from 1st June.

## ALSO

## OFFICES, at No. 2, PEDDER STREET.

## from 1st July.

## Apply—Messrs JARDINE, MATHESON

## &amp; Co., Ltd.,

## Hongkong, 1st June, 1910. [706]

## TO LET.

## KING'S BUILDINGS.

## OFFICES facing the Harbour lately in

## occupation of Messrs. JARDINE,

## MATHESON &amp; Co., Ltd.

## Apply—

## THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 1st July, 1910. [89]

## TO LET.

## In Des Voeux Road, Central,

## corner of Lee House Street

## Apply to—

## Messrs. PERCY SMITH &amp; FLEMING,

## 5, Queen's Road,

## Hongkong, 2nd June, 1910. [440]

## TO LET—AT MACAO.

## A LARGE BUNGALOW, with Garden

## and back yard, situated near the Band

## Stand at the Avenida.

## Apply to—

## C. A. B. D'ASSUMPOUJO,

## 75, Praia Grande, MACAO.

## Hongkong, 6th June, 1910. [802]

## TO LET.

## Nos. 19 and 23, SHELLEY STREET,

## new 5-Bedroom House.

## No. 37, PRAYA GRANDE, Macao.

## GODOWN, 13, Duddell Street.

## "GILTONDALE," No. 100, PRAY, Fully

## Furnished for September and October, 1910.

## No. 2, CONDUT ROAD, 5-Bedroom House,

## from 1st June of 1st July, 1910.

## A WELL-FURNISHED HOUSE in

## Kowloon, with use of Tennis Court, from 1st

## June, 1910.

## No. 9, BEACONSFIELD ARCADE (Shop),

## PREMISES at SHAMSHU, CANTON, lately in

## occupation of the Canton Kowloon Railway.

## FOR SALE—Top Coast, at Peak, com-

## manding a magnificent view of the Harbour

## and adjacent Islands.

## Apply to— LINSTEAD &amp; DAVIS,

## 3rd Floor, Alexandra Buildings,

## Hongkong, 9th July, 1910. [91]

## TO LET.

## GODOWN, No. 5A, DUDDELL STREET.

## Apply to—

## THE HONGKONG LAND INVEST-

## MENT &amp; AGENCY CO., LTD.

## Hongkong, 1st July, 1910. [88]

## TO LET.

## NEW AND COMMODIOUS SHOPS,

## Nathan Road, Kowloon. Immediate

## Possession. Cheap Rentals.



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**WHAT ARE THESE BONDS?**  
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 Write for Handbook, sent post free.  
**MELVILLE, GILLY & Co., Bankers, 3, Rue de la Bourse, PARIS (France).** [23]



## COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU.  
 Its refreshing and exhilarating effects are a revelation to those who have never tried it before.  
 "WINCARNIS" has a charm all its own, which you cannot fail to appreciate.  
 The combination of all that is most nourishing in Beef and Malt is prepared in Wincarnis gives a TWO-POWER STANDARD that cannot be equalled for giving Strength and Stamina, Vitality and Force to Men, Women and Children.

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### MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.  
 No. 22, Museum Road, Corner of Seewoo Road, Shanghai. [714]

#### NOTICES TO CONSIGNEES

NAVIGAZIONE GENERALE ITALIANA  
 (Florio and Rubattino United Companies.)

#### NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE.

THE Steamship

"CAPRI,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the Underwriter before Noon, on the 18th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 15th inst., at 9.30 a.m.

No Fire Insurance has been effected.

CARLOWITZ & Co., Agents.

Hongkong, 8th July, 1910. [4]

FROM EUROPE.

THE H.A.L. Steamship

"SCANDIA,"

Captain von Doehren, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Underwriter.

Optional Cargo will be carried on unless notice to the contrary be given before To-Pay.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All broken, chafed, and damaged Goods must be left in the Godowns, where they will be examined on the 16th inst., at 3 p.m.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 11th July, 1910. [817]

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 15 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.30 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 8.00 p.m. Every 10 minutes.

8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m. every 1 hour.

SATURDAYS.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 10 minutes.

11.45 a.m. to 12.00 noon. Every 15 minutes.

12.00 noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 1st April, 1909. [476]

#### THE WORLD MISSIONARY CONFERENCE. EDUCATION IN CHRISTIANITY.

That the interest of this Conference not only survives, but increases, under the test of an educational debate says much for the quality of the speakers and the speakers, as wrote the Times correspondent on June 17th. This quality has indeed been high, nearly all the speakers having large supplies of experience to draw on and feeling compelled by the seven-minute limit to arrange their thoughts and to impress upon themselves as much as possible.

The Bishop of Birmingham presented the report of the third Commission (on Education), of which he is chairman. He said:

"The work of Christian education was of incomparable value and had yielded real and rich fruits throughout the world. The student, overwhelmed by his inability to bridge the vast gulf between eastern and western, would admit, whatever his religious belief, that if any man succeeded in creating the desired bond of sympathy they were the Christian educators."

A universal religion means a common message such as was embodied in the Apostles' Creed and recorded in the Bible, but its real catholicity could only be realized as each people brought forward some different aspect—a Christianity with indigenous colour and character. Were we giving such education as would train native Churches to stand each on its own basis? Dr. Miller, in his criticism of the Commission's report, said that the Church in India was only Indian geographically, and Hindus considered it altogether alien. It was shocking (the Bishop continued) that native preachers and teachers were so largely trained by the aid of exactly the same systems found useful in America or England. Documents like the Thirty-nine Articles and the Westminster Confession were full of controversy, and partial, and did not belong to the universal substance of Christianity. (Cheers.) It must be asked whether men belonging to the country had on every opportunity been put in possession of responsibility. Risks must be run, but progress must be made. The native literature should be carefully examined to find preparation for the Gospel and to obtain guidance as to the aspect of religion which would take hold of the people's minds. National movements, with which every one there was most sympathetic, were rising like a life. How swift would be the vengeance if Christianity were allowed to present itself to the native imagination as an alien religion. The training of native leaders and teachers was of transcendent importance for the building up of the native Church. Christian education was suffering through the lack of native preachers and teachers which must be better equipped, even if their number had to be reduced. There were so few really first rate educators that routine swallowed up their energy, and they had no time for their proper spiritual work, the means defeating the end. There must be a vast increase of co-ordination and co-operation in college work between denominations which could give denominational teaching in their own hostels. Missionary education on such matters had been insufficiently considered by home boards. More trained educationalists must be sent out, including women. Christianity could never become indigenous except through women's influence.

THE DISCUSSION.  
 The Rev. W. Goudie (Woolsey), formerly in India, said there was a too much expectation of the elements with which Hinduism could furnish Indian Christianity. These elements, scattered in ancient literature, were almost unknown among Hindus to-day. But Indian Christianity could be enriched by passing through subtle Indian minds and being embodied in their lives.

Sir Andrew Fraser said Hindus, Mohammedans, and Christians all wanted religious education, and every attempt to abandon the policy of education by private effort with Government aid should be strenuously resisted.

Principal Haythornthwaite (Church Missionary Society), St. John's College, Agre, said the education campaign in India should be firmly put down, but missionaries sympathized with the constitutional or progressive movement. Educated Indians increasingly felt that Nationalism could only be realized on the basis of Christianity, which breathed the spirit of liberty and progress. The missionary colleges were the most popular institutions in India, and were all crowded.

The Rev. Stephen Thomas, of the Baptist Mission, Delhi, described their happy educational co-operation with the Cambridge Mission (S.P.G.). Frankness, not an apologetic attitude regarding Christianity, won the respect of the frankly religious Indians.

Principal King, of Indore College (Canadian Presbyterian), traced the need of vernacular teaching, especially in villages, and the mastering of English put many young men out of touch with their own people.

Principal Ewing (American Presbyterian College, Allahabad) said one-third of the Indian students who had acquired the B.A. degree had passed through Christian colleges. No wonder there were reform movements. The call of the hour was for greater educational efficiency.

Principal Shawcross (S.P.G. College, Trichinopoly) emphasized the importance of bringing education to the great Indian middle class, forming two-thirds of the population. They were accessible both to Christianity and education. Christian colleges were being started, and the Government was bringing on secular education, which must lead to revolution and anarchy.

Dr. Andrew Watson (Presbyterian), who has been working for nearly 50 years in Egypt, said the American mission there had in 190 scheme 17,000 pupils, and had been educating, who received distinctly Christian instruction.

The Rev. W. H. T. Gaidner (Egypt) emphasized chiefly the need of educational missions in Northern Nigeria, the Hausas being born evangelists and travellers. He hoped a powerful representation would go to the British Government to cease hindering Christian educational work.

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Professor M. E. Sadler said he hoped that the Conference would result in some permanent organization to gather and make available missionary experience in education and so fertilize the educational thought of the world. He criticized the notion that Europe and America had a final educational message to give—a mission useful in all climates. In Europe there was a great danger of hyperintellectualism leading to moral scepticism. We were in an educational crisis. We needed beside the purely intellectual, the spiritual ideal necessary for the balance of character and sanity of outlook on life.

Professor Moore, of Harvard, vice-chairman of the commission, commented on the miserable understanding of Christian schools in China. Praising the ethical system of Confucianism and its religious influence, he pointed to the danger that the Chinese, in turning to "practical things," would lose the secret of the nation's moral life. Western education there must be Christian from top to bottom.

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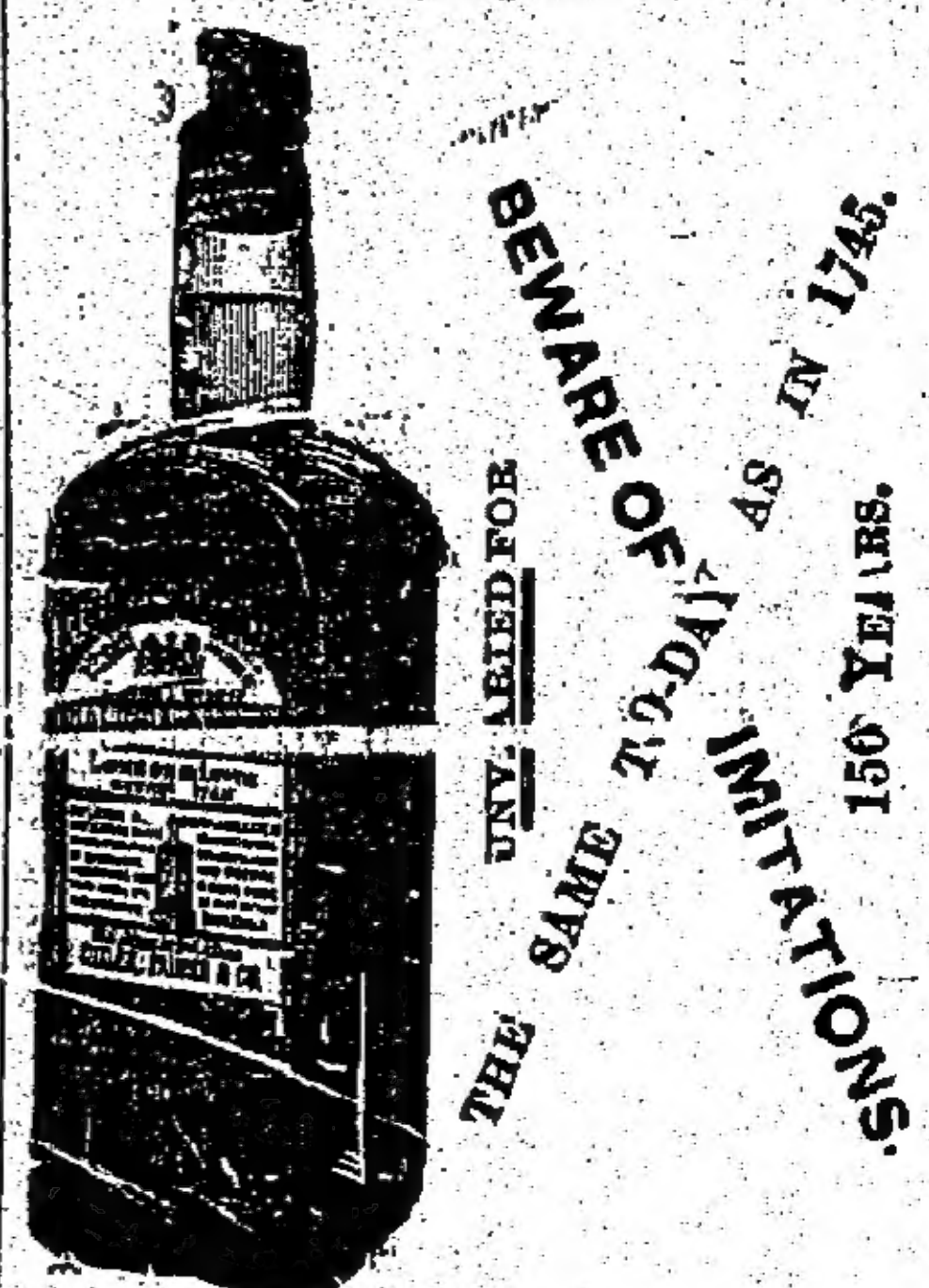
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#### NAPIER JOHNSTONES, "SQUARE BOTTLE" WHISKY.



SOLE AGENTS IN HONGKONG:  
**LANE, CRAWFORD & CO.,**  
 and from ALL WINE MERCHANTS. [46]

#### SHIPPING IN PORT

STEAMERS

BRITISH, British str., 2,019, Webster, 8th July—Mog, 2nd July, General Gibb, Livingston & Co.

BOJUN MARU, Japanese str., 1,304, Y. Fuseno, 10th July—Shanghai 3rd and Swatow 9th July, General—Osaka Shosen Kaisha.

BUYO MARU, Japanese str., 1,816, Yatsunagi, 5th July—Daly 28th June, Coal—Mitsui Bussan Kaisha.

CAMBIAH KING, British str., 2,315, T. B. Fraser, 9th July—Cardiff 25th May, Paton & Co., Admiralty.

CHINA, British str., 1,359, A. S. Harris, 30th June—Shanghai 26th June, General—Butterfield & Swire.

EMPEROR OF INDIA, British str., 3,532, S. Robinson, 7th July—Vancouver 15th June, Mails and General—O. P. R. Co.

FAUSANG, British str., 1,410, H. Malkin, 12th July—Saigon 8th July, Rios—Jardine, Matheson & Co.

HAIKANG, British str., 1,356, A. E. Hodgins, 9th July—Fookow, Amoy and Swatow 8th July, General—Douglas, Lapack & Co.

HORHOW, British str., 978, Speed, 12th July—Shanghai 7th July, General—Butterfield & Swire.

HUE, French str., 742, Panier, 8th May—Haiphong 5th May, General—A. R. Marty.

INABA MARU, Japanese str., 4,537, K. Kawara, 11th July—Seattle via Ports 7th July, General—Nippon Yusen Kaisha.

KAIKYO MARU, Japanese str., 1,903, S. Suda, 6th July—Mog 30th June, Coal—Mitsui Bussan Kaisha.

KRENNIS, British str., 5,866, R. J. Connolly, 9th July—Kuchintra 5th July, General—Butterfield & Swire.

KINTUCK, British str., 4,515, A. G. R. Paddle, 12th July—Tokohama via Ports 25th June, General—Butterfield & Swire.

KOSCHANG, German str., 1,292, C. Roedel, 6th July—Bangkok 30th June, Rho and Wood—Butterfield & Swire.

KOREA, American str., 5,651, S. Sandberg, 4th July—San Francisco via ports 7th June, General—P. M. S. S. Co.

KUMCHOW, British str., 1,449, J. D. Martin, 3rd July—Saigon 29th June, Rho and General—Man Pat.

KWANGTUNG, Chinese str., 1,536, J. Pratt, 10th July—Shanghai 6th July, General—C. M. S. N. Co.

MANDARIN MARU, Japanese str., 3,246, K. Shimidzu, 3rd July—Mito 27th June, Coal—Mitsui Bussan Kaisha.

MANSUR MARU, Japanese str., 3,254, H. Nishi, 6th July—Mog 28th June, Coal—Tokyo Kisen Kaisha.

MATHELD, German str., 831, Chr. Ullerup, 11th July—Haiphong and Hoihow 10th July, General—Figs-Jensen & Co.

MAUSAN, British str., 1,614, G. S. Westall, 10th July—Saadaka 4th July, Timber—Jardine, Matheson & Co.

MERAPI, Dutch str., 1,597, E. Uilal, 12th July—Samarang 4th July, Sugar—Kim Tye Loong.

NAISIAN, British str., 1,299, Chas. Hann, 6th July—Saigon 2nd July, General—Bradley & Co.

NORTHBRILL, British str., 2,756, Hadley, 9th July—Mito 3rd July, Coal—Mitsui Bussan Kaisha.

PHUENHUPH, British str., 1,056, J. H. Scott, 1st July—Saigon 26th June, Rho—Wo Fat Sing.

RAJAH, German str., 1,275, Boher, 7th July—Bangkok 29th June, Rice—Butterfield & Swire.

RUBI, British str., 1,619, A. Fraser, 4th July—Manila 1st July, General—Shewan, Tomes & Co.

SARIE BATHUR, Chinese str., 567, J. Martin, 24th May—Singapore











